

FLEET IS STILL IN PORT.

**BAD WEATHER OUTSIDE MAKES
FISHING IMPOSSIBLE AT
PRESENT.**

Another of the Newfoundland herring fleet arrived here during the night with a full cargo of salt herring from Bay of Islands. Sch. Helen G. Wells is the craft and on the last quarter of her journey the northeast gale has scudded her along in great shape.

Also from the eastward, having been on a deck handling trip, is the sch. Arbutus, hailing for 35,000 pounds of salt cod, while sch. Rex, one of the haddock fleet, and from Western bank, is also an over-night arrival and has 40,000 pounds of fresh fish to dispose of this morning.

Yesterday there were only three sailings, all in the shore fleet, and they did not get far. All the large fleet which has harbored here since Friday, is still in port and during the night several crafts came down from Boston, thus adding to the already large number storm bound here. The torchers of course did not get a chance to go over across the bay last night, but remained tied up.

The outlook for today is the same as yesterday. It is no fish day. The wind is heavy and the sea wild outside. The big fleet will remain in port and the only arrivals looked for are a possible few of the large vessels which have been fishing to the eastward or are coming from Newfoundland with herring.

Today's Arrivals and Receipts.

During the forenoon several more crafts, which had been hurried along from the eastward by the long continued easterly gale, arrived in port, among them the dory handliners Gossip and Muriel, their arrival winding up the season for this branch of the fishery, they being the last two out. The former hails for 80,000 pounds of salt cod and the latter for 70,000 pounds. The fare of the latter craft is on the market and the prices therefore are due for a boost as it is the last chance to buy in a fare of dory handline cod. The fare of the Gossip goes to the Gorton-Pew Fisheries Company.

Another arrival this forenoon is sch. S. P. Willard, from Bay of Islands, N. F., with a full fare of salt herring. Both the Willard and Helen G. Wells, which arrived during the night, left Bay of Islands last Tuesday and thus have lost no time in coming along.

Another of the eastern deck handliners, sch. Marsala, came in this forenoon with about 28,000 pounds of salt cod. She struck some heavy weather on the homeward passage, as her main boom is gone.

What few shore boats went out yesterday returned without having a set, so that the embargo on market fishing is complete.

The receipts in detail are as follows:

Sch. S. P. Willard, Bay of Islands, N. F., 1075 bbls. salt herring, 110 bbls. pickled herring.

Sch. Gossip, Virgin Rocks, dory handlining, 80,000 lbs. salt cod.

Sch. Muriel, Quero Bank, deck handlining, 70,000 lbs. salt cod.

Sch. Stranger, shore.

Sch. Joseph H. Cromwell, shore.

Sch. Olive F. Hutchins, shore.

Sch. Mary Edith, shore.

Sch. Mary A. Gleason, returned.

Sch. James and Esther, returned.

Sch. Rhodora, returned.

Sch. Rex, Western Bank, 40,000 lbs. fresh fish.

Sch. Helen G. Wells, Bay of Islands, N. F., 1000 bbls. salt herring, 125 bbls. pickled herring.

Sch. Arbutus, eastern deck handlining, 35,000 lbs. salt cod.

Sch. Patrician, via Boston.

Sch. Gladys and Nellie, via Boston.

Sch. John Hays Hammond, via Boston.

Vessels Sailed.

Sch. Thomas J. Carroll, Boston.

Sch. Lena and Maud, Newfoundland herring trip.

Today's Fish Market.

Salt trawl bank cod, \$4.75 for large and \$4.37½ for medium.

Bank halibut, 11 3-4 cts. per lb. for white and 10 cts. for gray, heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.

Salt haddock, \$2.00 per cwt.

Salt hake, \$2.00 per cwt.

Salt pollock, \$2.00 per cwt.

Dory handline cod, \$4.80 per cwt. for large; \$4.40 for mediums and \$3.25 for snappers.

Spotting prices for fresh fish:
Eastern cod, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.15 per cwt.; round pollock, \$1.00 per cwt.
Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

Nov. 29.

LITTLE FISH AT T WHARF.

**STORM INTERFERES WITH THE
MARKET SUPPLY—DOCK PACK-
ED WITH VESSELS.**

Pretty light receipts at T wharf today. Two of the off shore vessels are in with small catches and four of the little Plymouth netters, which have been housed over there since the gale came on, evidently succeeded in getting their nets yesterday and ran up to market. They struck prices all right, as their codfish will bring six cents a pound for the large ones.

Two of the market boats are in, schs. Thomas J. Carroll and A. C. Newhall, the latter 52 years old and the oldest craft of the market fleet, each with small catches. Just when they got their fish is hard to figure, but they certainly took desperate chances and did some tall flirting with Davy Jones.

In the eight trips are only 35,000 pounds of fish, and 35,000 pounds of this are hake and cusk, so it is pretty blue Tuesday for the dealers, who will not come within a tub of trawl's length of filling their orders.

Haddock is going at from \$4 to \$6, the former price for the oldest off-shore stock, while codfish are all the way from \$3 for old markets to \$6 for both large and small new stock. Hake are good property, selling for from \$2.50 to \$4, with cusk at \$3.50, at which figures the canners will get none. Pollock, there are only a handful up there, in small 500 pound lots, are bringing as high as \$4.50 per hundred weight, some selling a dollar under that figure.

The T wharf basins and the berths on the end and all the contiguous make fast spots are just packed with vessels, many of which have been lying in since last Friday and just aching for the chance to get out and get fish once more. They will have no chance today, as the wind is very heavy from the eastward.

Boston Arrivals.

Sch. A. C. Newhall, 2000 haddock, 3000 cod, 3000 hake.

Sch. Thomas J. Carroll, 2000 haddock, 300 cod, 1000 hake, 2000 cusk.

Sch. Natalie J. Nelson, 1500 haddock, 3800 cod, 9000 hake.

Sch. John J. Fallon, 12,000 haddock, 9000 cod, 20,000 hake.

Sch. Reliance, 5000 cod.

Sch. Lillian, 4500 cod.

Sch. Marguerite McKenzie, 4500 cod.

Sch. Hobo, 2300 cod.

Haddock, \$4 to \$6 per cwt.; large cod, \$5 to \$6; markets, \$3 to \$6; hake, \$2.50 to \$4; pollock, \$3.50 to \$4.50; cusk, \$3.50.

Will Make Second Trip.

Sch. Atalanta, Capt. Richard Wadding, which brought home the first salt herring cargo from the Treaty Coast this season, has fitted for a second herring voyage and will sail in a few days.

Caught Mackerel Sharks.

Cape. John Hickey of the Terra Nova at T wharf, Boston, Wednesday, struck the tail end of a school of mackerel sharks and brought in several of them. The sharks were small, not more than five feet long. They had driven away the mackerel, however.

Nov. 30.

Fishing Fleet Movements.

Sch. Clintonia was at Halifax, N. S., on Saturday.

The British sch. Almeda, bound her from a Newfoundland port with a cargo of green fish, was at Halifax, N. S., Saturday, for harbor.

Sch. Alice R. Lawson, bound home with a cargo of salt herring, was at North Sydney, C. B., Monday.

Sch. Ella G. King, bound home from Bay of Islands, N. F., with a cargo of salt cod, was at North Sydney, C. B., on Monday. The vessel had a hard passage to that port and had blown away her foresail.

NEW TRAWLER LAUNCHED.

**Ripple Put into the Water at the Fore
River Yards Yesterday.**

The steam fishing trawler Ripple, built by the New England Fisheries Company, was launched at the Fore River yards yesterday afternoon. The boat was christened by Miss Betty Smith, the 12-year-old daughter of H. G. Smith, general manager of Fore River yards. Miss Smith was also sponsor for the Spray, the first steam trawler in this country, launched three years ago. Yesterday's launching took place in a driving easterly rainstorm and was witnessed by only a few officials of the fish company.

The Ripple is a sister ship of the Foam. She is 126 feet long over all. Her beam is 22 feet, 6 inches and her depth 12 feet 6 inches. She has a capacity of 100 tons of fish and she will be driven by a triple-expansion engine, the power for which will be furnished by a Scotch boiler. The engine will have an indicated horse-power of 450 and the power plant will be almost identical with that of the Spray.

Nova Scotia Dry Fish Catch.

The dry fish are about all in from the Nova Scotia coast and the receipts from outside points from now on will be light. The Halifax buyers will now have to turn their attention to bank fish, of which there are about 40,000 quintals in the fishermen's hands at Lunenburg, which have not yet reached the market. The summer trips of the Lunenburg bankers are well dried and in good condition for the market, but a majority of the later catch is not hard made and the dealers are not anxious for them in their present condition.

Two cargoes have arrived at Halifax during the past week from Lunenburg and River Bourgeois, and it is understood were placed at about \$5. Several vessels have also arrived from Newfoundland points with assorted cargoes. A small quantity of cod oil has reached the market and is bringing fancy prices.

Going to Provincetown.

Sch. Natalie J. Nelson, which arrived at T wharf yesterday, has made her last trip under command of Capt. Albert Larkin, and tomorrow she will be turned over to the Provincetown people to whom she was sold last month and will be hauled up until the Provincetowners begin to go again. Capt. Larkin, who has made a remarkable record since he took command of the Nelson some years ago, will now stay ashore and look after the getting ready of his new sch. Valerie, which will be launched from Tarr & James' Essex yard in about a week.

Increase in Price of Cod Oil.

During the last ten days, says a St. John's, N. F., dispatch, cod oil has advanced in price by leaps and bounds, and since the opening of the season the price has increased about \$65 a ton. Friday some small quantities were sold in the city at \$110 a tun in hardwood casks, which is the highest price given for many years. The quantity of oil now to arrive does not exceed 100 tons, so that the increase will not materially affect other than the few immediate shipments.

Speculating in Fish Oil.

A St. John's, N. F., exchange says that in the city at present are a number of persons who are speculating in the purchase of fish and cod oil. Several are paying high prices for both on "spec," but are only purchasing small quantities. The price for merchantable fish, given by the merchants generally, is \$6.80 a quintal, and cod oil from \$100 to \$105 a tun. It is said that there are about 500 tons of cod oil on the southwest coast that is still unsold.

Newport Season Ends.

Newport's fishing season has ended, with the smallest catch of fish in many years, especially of mackerel and scup.

All the traps have been lifted and the fish catchers are looking forward to better luck next spring and summer.

While the catch has been smaller than for many years fishermen have made money, but not what they have made in past seasons.

Mild Weather in West.

The weather on the Pacific halibut grounds up till November 15, has been very mild, and large amounts of halibut have been shipped from the Narrows. A Seattle-Alaska boat which recently sailed from Petersburg took 400 boxes; the steamer following took 300 boxes. Late reports from Seattle indicate that halibut will not reach 5 cents until cold weather sets in.

Nov. 30

SARDINE FACTORIES KILL BAIT SUPPLY.

Capt. Nunan Says Law Should Regulate Taking of Small Herring.

The Times is in receipt of the following communication from Capt. Frank Nunan of Cape Porpoise Me., which is worthy of careful reading and consideration. The captain is known all along the coast as one of the smartest skippers of the market fishing fleet, a close observer and a man of sound judgment. His opinion therefore on a question like the one which he discusses it of value.

To the Editor of the Times:—I read your paper every day I am at home and hope you will publish these lines to see if some one who has an influence will try and make a law to stop the wholesale slaughter of small herring (snippers.)

While reading your paper of November 21, I noticed an article from Grand Manan, which read: "The yearly increase in the number of those engaged in the sardine fishery and the consequent onslaught on the small herring is given as the reason for the present state of affairs. Seal Cove on the southern coast of Grand Manan, the principal fishing ground, is a very gloomy place now. At Grand Harbor and Woodman's Cove, there is 'nothing doing.'"

The same thing applies to a number of places along the Maine coast and it is surely coming west. Maine should make a law to govern the sardine business and enforce it.

The people of Massachusetts should not allow a sardine factory in the state and should not allow the small herring to be shipped out of the state as they are doing now at the rate of 100 to 2000 barrels a night.

A new factory was built at Rockland, also one in Portland, Me., this summer, and the next jump will be into Massachusetts.

I was at North Haven, Me., this summer after bait. Five sardine boats were loading and waiting for herring at one trap. Standing in "good" with the trapman, Mr. Ames, I got my 30 bushels of bait. The crew put four, five and six herring on a number 17 hook for bait.

Thousands and thousands of barrels of these went to Eastport for sardines.

I would like to know how many went from North Haven to Eastport during the summer.

It is impossible to get fish bait from the traps, for there are sardine boats to every good fishing trap. The lobstermen can get no bait. The factories pay big prices when fish are scarce, but Mr. Ames of North Haven last year sold 4000 bushels of nice herring for 12 cents a bushel. Those went to Boothbay.

I was in Portland last week and one boat came in with 90 barrels. The sardine men looked hard for them but they finally went for bait at \$1 a bushel. The factory pays 80 cents, but the fishermen have to pay the extra price.

In Boston we pay \$2.25 to \$4 a barrel. They go for sardines at \$1 a barrel when plenty.

I am told the large factories use 500 barrels a day or 7,200,000 herring of the snipper kind. I am not informed on the number of factories. It means a terrible slaughter when they are all running.

A number of people will tell you the fishing will regulate itself. The menhaden fishery has, also the mackerel fishery, and the herring fishery will if nothing is done.

I would like to see the sardine factories closed for five years. After five years if the herring come to the Maine shores, regulate the canning time by law.

If something isn't done they will be out of business in less than 10 years. Let us do something before it is too late. I think this herring question very important to Gloucester. Think it over.

One man down Blue Hill bay, Me., sells no herring to the sardine boats. Long may he live.

I wish some one who is better informed on the herring business than myself would write to your paper. I like to read different men's ideas.

I would like to see the large spawn herring back to the Maine coast.

Yours truly,

FRANK A. NUNAN.

HARD SARDINE YEAR.

Packers of Maine Have Had a Very Unsuccessful Season.

With the practical closing down of the Maine sardine factories, the packers are beginning to ask where they are "at." It has been a bad season—the worst in years, many have noted it. It is said that the total output will only be about 1,000,000 cases, against nearly double that amount in a good season.

As though the scarcity of herring wasn't enough ill luck, a large proportion of the fish which have been taken were found to be full of "red feed." This is something which they find in deep water. When taken out of the weirs it seems to eat into their entrails and renders them unsuitable for packing purposes. By holding the fish inside the weirs for 24 hours, however, they often rid themselves of it.

Prices have been unsatisfactory, there being no "harmonious working agreement," and it is rumored that another season will see a better business arrangement, at least among the smaller packers. Details are not yet available; but it is understood that a handling company, to be known as the American Sardine Company, will be organized. It is denied, however, that it will have any of the objectionable features of a trust.

An interesting report is to the effect that the Lubec Sardine Company, which has four large factories in that town, has decided to erect a plant at Belfast.

Quotations are unchanged; but a stronger market would seem to be inevitable, in view of the shortage of stock.

BENEFITS HERRING INDUSTRY.

Rockland Man Says Absence of Mackerel and Porgies Have Given Help.

F. M. Lawrence, of Rockland, Me., in a long communication to the press on the herring situation says among other things:

"Regarding statements of alarmists that mackerel and porgies were driven from the Maine coast by seiners, and that herring will go likewise, the strongest argument against this is the fact that both mackerel and porgies are migratory fish and are not natives of our coast. The fact that these natural enemies of herring have gone from our coast is one of the greatest benefits to the herring industry. The chief reason that these fish do not reach the Maine coast is the fact that they are being caught more and more each year in southern waters before they get so far north.

"I venture to say that a day's cruise outside the harbors of Maine will show the water to be abundantly supplied with herring.

"Now I submit to every intelligent citizen of the state: Does it look reasonable that there is not a possible way to improve our antiquated methods, or are we still to continue with the same old hook and line and the same old weir? Go out and catch the fish, throw them into the boat, let them lie in the bottom from 24 to 36 hours uncleansed, bring them ashore, dress them, throw them down in a corner with a little salt, and after washing and drying offer them to the people as an article of food.

"It is time people of Maine took interest enough to study up this question for themselves, and not be led by the village philosopher and the cracker box encyclopedia; to ask our incoming legislature for an appropriation to be used in the scientific investigation of our fisheries through a commission and, then enact such legislation as they may recommend. It would certainly be the best things that the incoming Democratic legislature could turn their attention towards."

Nov. 30.

RECORDS GONE TO SMASH.

FARE OF SCH. MURIEL WENT AT TOP PRICES IN LOCAL MAR- KET YESTERDAY.

All previous records for price on a fare of salt bank dory handline cod, since war time at least, if not for all time in local fishery records, went to smash yesterday afternoon, when the fare of sch. Muriel, some 70,000 pounds, sold to the Cunningham & Thompson Company at the unheard of figures of \$5.40 per hundred weight for large, \$5 for mediums and \$5 also for snappers.

Capt. Henry M. Atwood, resident manager of the Atlantic Maritime Company, by whom the craft is owned, put the fare on the market yesterday morning and until late in the afternoon came pretty near being the busiest man in town. The bidding was lively. It began at better than last sales and as two or three firms were after the fish they kept Capt. Atwood busy as a bird dog and he was willing to be kept that way, as every raise meant just so much more money for the trip.

The last previous sales were \$4.80 for large, \$4.40 for mediums and \$3.25 for snappers, but these were soon left so far behind that they could not be seen with a telescope. The five dollar mark on the large was soon passed, while that figure on the mediums was reached in the afternoon, after many bids. Then the snappers were jumped up on even terms with the mediums and that was the end of the bidding, the Cunningham & Thompson Company getting the trip.

During the forenoon two more of the eastern deck handline fleet arrived, sch. Harvard with 25,000 and sch. Pauline with 20,000 pounds of salt cod. The eastern deck handline fishery has been a failure this fall and the failure is due to the constant bad weather with which the vessels have had to contend, which has made fishing almost impossible.

Today's Arrivals and Receipts.

- Sch. Grayling, eastern deck handlining, 30,000 lbs. salt cod.
- Sch. Admiral Dewey, 75,000 deck handline cod.
- Sch. Pauline, eastern deck handlining, 20,000 lbs. salt cod.
- Sch. Harvard, eastern deck handlining, 25,000 lbs. salt cod.
- Sch. E. C. Hussey, via Boston.

Vessels Sailed.

- Sch. Monarch, Newfoundland herring.
- Sch. Theodore Roosevelt, Newfoundland herring trip.
- Sch. Tattler, Newfoundland herring trip.
- Sch. Thomas S. Gorton, haddocking.
- Sch. Ingomar, haddocking.
- Sch. Moanana, haddocking.
- Sch. Metamora, haddocking.
- Sch. Mooween, halibuting.
- Sch. Seaconnet, Pensacola, Florida.
- Sch. Gladys and Sabra, pollocking.
- Sch. Esther Gray, pollocking.
- Sch. Valentina, pollocking.
- Sch. Galatea, pollocking.
- Sch. Atalanta, Newfoundland.
- Sch. Arkona, Newfoundland.
- Sch. Senator Gardner, Newfoundland.
- Sch. Ramona, Newfoundland.
- Sch. Dauntless, Newfoundland.
- Sch. Eugenia, haddocking.
- Sch. Stiletto, haddocking.
- Sch. Esperanto, haddocking.
- Sch. Genesta, haddocking.
- Sch. Ida S. Brooks, haddocking.
- Sch. Lizzie M. Stanley haddocking.

Today's Fish Market.

- Salt trawl bank cod, \$4.75 for large and \$4.37½ for medium.
- Bank halibut, 11 3-4 cts. per lb. for white and 10 cts. for gray, heads on.
- Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.
- Salt haddock, \$2.00 per cwt.
- Salt hake, \$2.00 per cwt.
- Salt pollock, \$2.00 per cwt.
- Dory handline cod, \$5.40 per cwt. for large; \$5.00 for mediums and \$5.00 for snappers.
- Splitting prices for fresh fish:
 - Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
 - Cusk, large, \$1.75 per cwt.; medium \$1.80; snappers, 50c.
 - Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.
 - Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

Nov. 30.

Purchasing Newfoundland Fish.
A St. John's, N. F., dispatch says that G. Tessier, who was at Petty Harbor, purchasing "salt bulk" fish at that place, succeeded in securing several hundred quintals. The price paid was \$2.50 a quintal green. James Baird, limited, also purchased fish, though a smaller quantity at Petty Harbor, paying the same price. Practically all the fish that had been caught at Petty Harbor since October 1, and was salted, has been disposed of to the purchasers mentioned.

The dispatch also says that Capt. Joy, who spent the fall in the vicinity of Gaspe and Lameque purchasing fish for Job's Halifax branch, returned on Saturday's express. He is not enjoying good health, and it is hoped that the change will prove beneficial. He purchased about twenty-five thousand quintals fish which has been sent to Halifax and from there shipped to the various markets.

Mackerel from the Provinces.

Mackerel are still coming from the provinces, but in such smaller numbers. Yesterday morning four barrels came to Boston on the Yarmouth steamer, and there were five barrels on the Halifax steamer. Some also came up from the traps at Cape Cod.

The imports of salt mackerel at Boston to date are 25,636 barrels, against 20,985 barrels to date in 1909, 36,818 barrels in 1908, 18,739 barrels in 1907, 34,158 barrels in 1906 and 30,250 barrels in 1905, to date.

The imports of fresh mackerel at Boston to date are 5515 barrels, against 10,785 barrels to date in 1909, 12,889 barrels in 1908, 7718 barrels in 1907 and 20,811 barrels in 1906, to date.

Holland Herring Is Up.

Yzermans & Co., of Vlaardingen, Holland, say in their recent circular: The market for Holland herring went up by leaps, which advance in our opinion is altogether justified. If fishing continues bad, prices will be higher still. In case of fishing improving, no low prices can be expected, stock of herring being too light, with large consuming demand. The surplus of 90,000 barrels above last year's arrivals, which we had in August, has disappeared and we are now under last year's arrivals by about 2,000 barrels.

New Western Fishermen.

A new boat to fish out of southeast Alaska for halibut is the Carrier Dove, formerly of this port, now owned by Sundee & Eam, Seattle. She baited at the Narrows, Alaska, recently and sailed to northern fishing grounds. The Carrier Dove, which is commanded by Capt. J. Johnson, is a former Behring Sea codfisher. She carries eight dories.

Lost Her Gurry Kids.

Sch. Grayling, which arrived this morning, from an eastern deck handline trip, reports loss of gurry kids and bulwarks smashed by the heavy seas which she encountered on the passage home, during the heavy easterly gale.

Nov. 30.

LOOKING AFTER FISHERIES.

Maine Waking Up to the Importance of the Industry.

Commissioner Donahoe believes the shore fishing industry to be one of the most valuable which Maine possesses and that, by wise legislation, it is capable of being largely increased. Despite the fact that over 3000 men are engaged in lobster fishing along the coast, lobsters have been steadily increasing for the past six years. Every possible effort is made to enforce the short lobster law and frequent seizures are made and the offenders prosecuted. The commissioner says that some sections of the coast, particularly in the vicinity of the canning factories, are being depleted of clams; there are many other localities in which the supply far exceeds the number taken. Clam flats, to be kept in the best condition, should be turned over often. At the rate things are going now, it isn't likely that the Maine clam will become extinct for a good many years to come.

Nov. 30.

Bait Coming From Ipswich.

While the largest part of the bait torching fleet have been tied up here during the easterly storm, the boats over to Ipswich have been able to torch in the inside waters and last night they sent down 36 barrels of fresh bait over the road in teams.

Nov. 30.

T WHARF ALMOST BLANK.

ONLY A FEW THOUSAND OF FISH LANDED THERE DURING YESTERDAY.

The carts won't be very busy on T wharf today and the dealers will have plenty of time to sit down and tell each other about other days just like this one, when 17,000 pounds of fish, in two crafts, was all that saved the day from being a complete blank. The steam trawler Foam came in with only 11,000 pounds of fish, and sch. James and Esther had 6500 pounds of pollock that she had gunned up from nobody could conceive where, and that was the sum total of the morning arrivals.

Yesterday afternoon the off-shore fishing sch. Susan and Mary dodged in with 12,000 pounds of fresh fish and these were soon gobbled up at fancy prices. There will be a big clearing out of the storm-bound fleet at the pier today. All the skippers are anxious to be off, as they do not relish being tied for almost a week at this season of the year.

Haddock sold at \$6.30, cod, right through, for \$6.50, while pollock reached its high water mark of the season, being tagged with a cost price from the vessel of \$5.35.

The arrivals in detail are as follows:

- Boston Arrivals.**
 - Steamer Foam, 9000 haddock, 650 cod, 800 hake, 400 pollock.
 - Sch. James and Esther, 6500 pollock.
 - Sch. Susan and Mary, 3000 haddock, 3000 cod, 6000 hake.
 - Haddock, \$6.30 per cwt.; cod, \$6.50; pollock, \$5.35.

SHE WAS GOING SOME.

Schooner Comes Up to T Wharf With Only a Foresail at Good Speed.

Capt. George Perry of the knock-about W. M. Goodspeed and Capt. Devine of the Leo brought their schooners back to T wharf yesterday morning.

Capt. Perry left T wharf about 5.30 Monday evening and bucked against the wind, but Tuesday morning he had only got as far as 10 miles off Boston light when he put back. The Goodspeed had no need of a towboat to get up the harbor with only her foresail up.

Capt. Perry brought her opposite the wharf, and then dropped his sail, and the big vessel, carried back by the wind, was driven under bare poles straight into the South basin. She had gained such headway that when a heavy line had been let out from her stern to the stern of another vessel at the end of the pier, the Goodspeed ran over 150 feet before she was stopped.

HAD TO PUT IN HERE.

Sch. Raymah Put Out From T Wharf But Gave it Up a Little Later.

Sch. Raymah, forced back by the storm, put in here yesterday afternoon for harbor. Capt. Hogan, who has been doing great work all the fall and getting in a lot of short and profitable trips, was anxious to get out and thought there was a chance Monday afternoon, so she cast off from T wharf and drove out into it. When he got outside it was worse than he expected and seeing that it was no use and that he wasn't getting anywhere he put his craft about and ran for here.

Capt. Hogan says he got as far as 40 miles off Thacher's and that the wind from east northeast had the force of a full fledged gale, while the sea was unusually wicked. The vessel would leap into the seas, going chock to the foremast at every clip.

Nov. 30.

Caught a Monk Fish.

Sch. Reliance, a codfish netter, in at T wharf yesterday with a fare of 5500 pounds of cod, brought in a fish very rarely seen there. It was a monk fish, taken in the nets off Sandwich on Monday by Thomas Key, one of the crew. The strange looking creature weighed 25 pounds and was evidently old. The fish had a great mouth which when opened to its fullest extent, could just take a man's head comfortably. Key, when extricating the big fish from the net, had his hand caught in the great opening and nearly lost it before others of the crew could reach him. The fish was sold for exhibition purposes.

Nov. 30.

Dec. 1.

LOCAL VESSEL IN TROUBLE.

**SCHOONER GEORGIE CAMPBELL
ASHORE NEAR CODROY, BUT
FLOATED.**

Sch. Georgie Campbell, Capt. Thomas Flannagan, of this port, is in trouble on the Newfoundland coast, having gone ashore near Codroy, while bound for Bay of Islands, N. F., for a cargo of herring.

The schooner left here November 11 and encountered bad weather which made her progress to the eastward slow. In coming onto the Newfoundland coast, she must have encountered a bad storm for last Wednesday she was driven ashore and was floated after hard work and got into Codroy Roads, leaking badly.

The Gloucester Mutual Fishing Insurance Company, in which the craft is insured, sent Capt. Reuben Cameron of this city, as its agent, to look after the company's interests and make the craft ready for sea, so that she could resume her voyage.

Capt. Cameron got as far as North Sydney, C. B., but was unable to get across the gulf, as one of the heaviest storms for many years swept over that part of Cape Breton and the gulf, beginning Saturday night and continuing through Monday, precluding the sailing of all craft across that stormy bit of water which separates Cape Breton from Newfoundland.

Tuesday noon, Capt. Cameron, who has secured the services of the big towboat D. H. Thomas to take him to the disabled craft and probably tow her to some port where her damages can be repaired, telephoned the insurance company that the storm was still on but that it had moderated considerably and the sea was going down and he hoped it would be so that the tug could start out during the night, or Wednesday, for Codroy Roads.

Nov. 30.

Portland Fishing Notes.

Despite the fact that the past two days have not been very propitious for fishing, there was more sea food brought to the wharves in that city Monday than has been the case for a fortnight. The largest trips were on the Topsail Girl with 14,000 pounds of mixed fish and the Mertis L. Perry with 22,000. Neither of these schooners took out their fares up to Monday evening. The Wesley Sinnet had 14,000 pounds for the F. S. Willard Co. and the Robert and Carr had 11,000 for J. W. Trefethen. Fish are fairly high in price.

The terrific wind of Saturday and Sunday practically put an end to the lobster fishing along the Maine coast for the time being, but so far as known the fishermen have suffered no damage to their gear. No shipments of the crustaceans have been received here since Friday.

Nearly all the vessels of the local fishing fleet came into port Monday afternoon or night, but one member of the fleet, the Wautauga, has not come into port and considerable anxiety is felt for her safety. The Wautauga has been fishing with the schooner Topsail Girl and other vessels in Rockland Bay for several days. The Topsail Girl returned home late Monday afternoon and it was expected that the Wautauga would arrive there during the night, but she had not come into port at a late hour Tuesday afternoon. It is possible that she has gone into some port along the coast to escape the fury of the storm and she may not come to Portland for a few days or until the storm is over.

Nov. 30.

St. Pierre Fishermen Find Fish Scarce.

The fishermen of Canada and Newfoundland are not the only ones who are suffering as a result of the fish scarcity this year. The latest report comes from St. Pierre, Miq. Mr. Deschamps-Vivement, who arrived at St. John's, N. B., from that place en route for the West Indies, described conditions there as most serious.

He said, "The depletion of the fish industry which was the one source of income for the French fishermen, is causing them all to migrate from the country. Every day sees large numbers of St. Pierre habitants leaving their native colony for Canada and the United States. The people of St. Pierre are at a loss to account for the scarcity.

FAMILIAR CRAFT AGAIN IN PORT.

**SCH. RIGEL ARRIVES FROM NEW-
FOUNDLAND WITH CARGO
OF GREEN FISH.**

Since last report, up to this morning early, there had not been an arrival at this port with fish. The last craft to come in was the deck handliner Admiral Dewey, Capt. Colin McIntosh, from the eastward, with a fine trip, 75,000 pounds of salt cod.

There was a big lot of sailing yesterday and during the night, although all of the market fleet did not go, as this morning there was considerably over half of them still tied up at their wharves.

The torchers got busy last night and came over with about 160 barrels of herring, but they were most all small.

During the forenoon an old friend, in the shape of sch. Rigel, formerly of this port, and sold some years ago to Newfoundland, made her appearance. She brings a cargo of salt cod from Grand Bank, N. F., for the Gorton-Pew Fisheries Company. This is the first visit of the Rigel to this port since she was sold away several years ago, but she looked just as familiar as could be, indeed several of the wise ones on the water front named her as she was coming up the harbor, even though they had not seen her for so long.

Although it seems nice and fine ashore here today, it is still blowing and mighty rough outside. Evidently it is too much for the market boats, for most of those which went out during the night have been coming back again during the forenoon, which means that there is no chance to fish. It must be pretty bad, as all hands are just crazy to get a set and would take all kinds of chances to make a dip.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Rigel, Grand Bank, N. F., 290-155 lbs. salt cod.
Sch. Elmer E. Gray, via Boston.
Sch. Natalie J. Nelson, via Boston.
Sch. Alice M. Guthrie, shore.
Sch. Susan and Mary, via Boston.
Sch. Matthew S. Greer, shore.
Sch. Nokomis, shore.
Sch. Edith Silveira, shore.
Sch. N. A. Rowe, shore.
Sch. Hattie L. Trask, shore.
Sch. Clara G. Silva, shore.
Sch. Georgianna, shore.
Sch. Maud F. Silva, shore.
Sch. Flora J. Sears, shore.
Sch. Manomet, shore.

Vessels Sailed.

Sch. Manhasset, haddocking.
Sch. Virginia, haddocking.
Sch. Helen B. Thomas, haddocking.
Sch. Nokomis, haddocking.
Sch. Joseph H. Cromwell, haddocking.
Sch. Clara G. Silva, haddocking.
Sch. Mary F. Curtis, haddocking.
Sch. Maud F. Silva, haddocking.
Sch. Emily Cooney, haddocking.
Sch. Matthew S. Greer, haddocking.
Sch. Harriet, haddocking.
Sch. Mary B. Greer, haddocking.
Sch. Matiana, haddocking.
Sch. Athena, haddocking.
Sch. Gladys and Nellie, haddocking.
Sch. Stranger, haddocking.
Sch. Olive F. Hutchins, haddocking.
Sch. Little Fannie, haddocking.
Sch. Mattakesett, haddocking.
Sch. A. C. Newhall, haddocking.
Sch. Georgianna, haddocking.
Sch. Speculator, haddocking.
Sch. Rosa Standish, haddocking.
Sch. Raymah, haddocking.
Sch. Pythian, pollocking.
Sch. Ralph Russell, pollocking.
Sch. Eglantine, pollocking.
Sch. Grace Otis, pollocking.
Sch. Jubilee, pollocking.
Sch. Volant, pollocking.
Sch. Mary A. Gleason, pollocking.
Sch. Fitz A. Oakes, pollocking.
Sch. Massasoit, pollocking.
Sch. Appomattox, pollocking.
Sch. Marguerite Haskins, pollocking.

Sch. Hope, pollocking.
Sch. Winnifred, pollocking.
Sch. Valentina, pollocking.
Sch. Preceptor, halibuting.
Sch. Mystery, Newfoundland herring trip.
Sch. Thomas A. Cromwell, Newfoundland herring trip.
Sch. Senator Saulsbury, Georges.
Sch. Carrie C. Georges.
Sch. Mattie Winship, Georges.

Today's Fish Market.

Salt trawl bank cod, \$4.75 for large and \$4.37½ for medium.
Bank halibut, 11 3-4 cts. per lb. for white and 10 cts. for gray, heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.
Salt haddock, \$2.00 per cwt.
Salt hake, \$2.00 per cwt.
Salt pollock, \$2.00 per cwt.
Dory handline cod, \$5.40 per cwt. for large; \$5.00 for mediums and \$5.00 for snappers.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.
Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

Dec. 1.

HERRING BACK IN THE HUMBER.

**Many of the Fleet Well Loaded and
Nearly Ready to Sail.**

Recent advices from Bay of Islands, N. F., state that there have been signs of fish slacking off in some of the Arms. The fish went out of the Humber but have now come back, and although fishing is not as good as it was a short while ago, still the vessels generally are doing well and the fishing generally is fair.

Many of the vessels are pretty well along with their loads of salt herring and some of them should be on the way home before long.

Wil I Make Second Trips to Newfoundland.

Sch. Mystery is fitting for a second Newfoundland herring trip under command of Capt. Michael Wise.

Sch. Atalanta, Capt. Richard Wadding, which got away yesterday, is the first craft of the Newfoundland herring fleet to start on her second trip this season.

Sch. S. P. Willard will fit for a second Newfoundland herring trip, this time for frozen herring, under command of Capt. John Keoughan.

Will Fit for Haddocking.

Capt. Christopher Gibbs will now fit sch. Harmony for winter haddocking. Sch. Richard is fitting for haddocking under command of Capt. Aeneas McPhee.

Capt. Daniel Grady, who was out in command of sch. Rex last trip is now fitting the craft for another haddocking trip.

Sch. Mildred will engage in the winter haddock under command of Capt. John McDonald.

Revenue Cutter Cruising Commences.

The winter cruising season for the revenue cutters begins today and all along the coast from Portland to Galveston the various steamers are ready to start in cruising today, or as soon after as possible. Under the orders the vessels will be kept constantly at sea for the next four months except when it may be necessary to come into port for coal and supplies, and as in times past a bright outlook will be kept aboard the vessel for opportunities to aid vessels in distress.

New Schooner Named.

The new schooner now nearly completed at the yard of A. D. Story at Essex for the Atlantic Maritime Company, and which will be commanded in the Georges halibut fishery by Capt. Charles Colson, formerly of sch. Selma, has been named Elk.

Four Eastern Deck Handliners Yet to Come.

There are four of the eastern deck handline fleet yet to arrive, schs. Juno, Hattie A. Heckman, Titania and Etta Mildred.

More Fish Coming From Newfoundland

The British sch. Violet Courtney has loaded green fish at Grand Bank, N. F., for this port.

Dec. 1.

Norway Cod Catch Fell Off.

The official figures for the cod fishery in Norway this year show that, as compared with the previous year, there was a slight decrease in the number of cod taken, but a considerable increase over 1908 and 1907. The quantity prepared as stockfish was less, and the quantity prepared as split-fish was greater, while there was a decrease in the production of oil.